

**TECHNICAL ADVISORY COMMITTEE (TAC)
FOR THE
CONGESTION MANAGEMENT PROGRAM (CMP)**

**July 21, 2005
MINUTES**

The one hundred fifty-fifth (155th) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Neil Cullen, Co-Chair, called the meeting to order at 1:18 p.m. on Thursday, July 21, 2005.

TAC members attending the meeting were:

April Chan – SamTrans
Neil Cullen - San Mateo County Engineer (Co-Chair)
Ray Davis – Belmont
Craig Ewing - Belmont
Gene Gonzalo – Caltrans
Rick Mao – Colma
Meg Monroe - Burlingame
Parviz Mokhtari – San Carlos
Rubin Niño – Menlo Park
Van Ocampo - Pacifica
Larry Patterson – San Mateo
Ray Razavi - South San Francisco
Mo Sharma – Daly City

Others attending the meeting were:

Walter Martone and Sandy Wong, C/CAG
Pat Dixon - San Mateo County Transportation Authority Citizens Advisory Committee
Brian Lee – San Mateo County Public Works
Adam Lodge – San Mateo County Public Works (GIS)
Christine Maley-Grubl – Peninsula Congestion Relief Alliance
Richard Haygood – Redwood City
Beth Thomas – San Mateo County Transportation Authority
Gloria Kanu – San Mateo County
Charles Borden – San Mateo County
Jeff Saunders – Farallon Geographics, INC

1. Public comment on items not on the agenda.

None.

2. Issues from the last C/CAG and CMAQ meetings.

As shown on Agenda.

3. Approval of the Minutes from May 19, 2005.

Approved.

5. Recommendation on C/CAG funding commitment to update GIS maps for San Mateo County.

This item was moved up on the Agenda. Walter Martone presented the staff recommendation of C/CAG provides funding to update the Countywide Geographic Information System (GIS) contingent upon securing funding commitments from the County and the Transportation Authority (TA). Proposed funding share is: \$240K from County, \$100K each from TA and C/CAG, \$40K from remaining partners comprised of special districts. Adam Lodge of San Mateo County GIS Program was there to answer technical questions.

The TAC was also asked to make a recommendation on whether or not to spend the additional \$150,000 to obtain a higher resolution of photography to allow for some engineering use. If yes, the cost sharing would be \$50,000 each from C/CAG, County, and the Transportation Authority. Although a minority opinion was to get the higher resolution will be beneficial, the majority opinion was that it's not worth it. Some cities have already taken aerial photography of their own. Even though the higher resolution was for engineering use, it really will not be good enough for design purposes and there was no consensus on what engineering grade is.

Final decision of the TAC was to recommend C/CAG to provide the \$100K in funding for the Countywide GIS update, and contribute the \$50K for higher resolution only if both the County and TA desire to do so.

4. Accept the Draft 2005 Congestion Management Program (CMP) for San Mateo County.

Sandy Wong highlighted some of the changes included in the Draft 2005 CMP. A new Chapter 11 is added to include program information on the \$4 fee on motor vehicles registered in San Mateo County. In the 2005 congestion monitoring, a total of five CMP segments were found to be deficient. Since all jurisdictions signed off on the Countywide Congestion Relief Plan in 2002, it absolved any jurisdiction from the requirement of preparing Deficiency Plan even if a deficiency is found in their jurisdiction.

Sandy also pointed out that the CMP intersection Levels of Service (LOS) as shown in Table 2 for the Monitoring Report included in Appendix F presents the comparison of LOS calculated by two different methods: the Circular 212 method which uses traffic volume at an intersection; and the Highway Capacity Manual (HCM) method which uses delay time at an intersection. The HCM method yields worse LOS for some CMP intersections than those derived from the Circular 212 method.

Member Mokhtari raised the question of changing the LOS standards for the arterial segment, i.e., the El Camino Real because the current standard is set at LOS "E" while almost all of previous and current monitoring results show LOS "A" through "D", and that many jurisdictions adopted LOS "D" as their standard. However, it was pointed out that State legislation does not permit the change of standard from "E" to "D". It was decided that a decision to change CMP standard is beyond the scope of this agenda item.

Co-Chair Cullen suggested to use the word "degraded to below the LOS standard" instead of "exceeded the LOS standard". Suggestion was noted.

Member Sharma moved/Member Monroe seconded acceptance of the Draft 2005 CMP. Motion passed unanimously.

6. Accept the Draft San Mateo County Intelligent Transportation Systems (ITS) Strategic Plan.

Sandy Wong provide a highlight of the Draft Final San Mateo County Intelligent Transportation System (ITS) Strategic Plan. This ITS Strategic Plan was developed under the guidance of a Working Group consisting of representatives from several cities, SMCTA, C/CAG, MTC, and Caltrans. ITS vision and goals for San Mateo were developed as part of the strategic planning process. The Strategic Plan identifies and prioritizes potential ITS applications on a countywide approach. It includes auto, transit, traveler information, and incident management improvement opportunities. It complies with the federal requirement of consistency with the Regional ITS architecture and national ITS architecture. The Strategic Plan also recommended a list of near term projects that can be developed and implemented right away.

TAC accepted the Draft Final San Mateo County Intelligent Transportation System (ITS) Strategic Plan with recommended changes to expand the vision statement to include all modes of travel, and to add homeland security funds and MTC Regional Measure 2 funds to the list of potential funding sources.

7. Measure A update.

None.

8. Member Reports.

None.

The meeting adjourned at 2:42 p.m.